

Application for Federal Assistance SF-424

Version 02

*1. Type of Submission		*2. Type of Application		*If Revision, select appropriate letter(s):
<input type="checkbox"/> Preapplication		<input type="checkbox"/> New		
<input checked="" type="checkbox"/> Application		<input type="checkbox"/> Continuation		* Other (Specify)
<input type="checkbox"/> Changed/Corrected Application		<input checked="" type="checkbox"/> Revision		
*3. Date Received:		4. Application Identifier:		
		R9 Tracking Number 10-461		
5a. Federal Entity Identifier:		*5b. Federal Award Identifier:		
State Use Only:				
6. Date Received by State:		7. State Application Identifier:		
8. APPLICANT INFORMATION:				
* a. Legal Name: California Air Resources Board				
* b. Employer/Taxpayer Identification Number (EIN/TIN):		*c. Organizational DUNS:		
68-0288069		195930276		
d. Address:				
*Street1: 1001 I Street				
Street 2: P.O. Box 1436				
*City: Sacramento				
County: Sacramento				
*State: CA				
Province:				
Country: USA				
*Zip/ Postal Code: 95814				
e. Organizational Unit:				
Department Name:		Division Name:		
California Air Resources Board		Administrative Services Division		
f. Name and contact information of person to be contacted on matters involving this application:				
Prefix: Ms.		First Name: Leslie		
Middle Name:				
*Last Name: Ford				
Suffix:				
Title: Manager, Grants & Revenues Section				
Organizational Affiliation:				
*Telephone Number: (916)322-8202		Fax Number: (916)322-9612		
*Email: lford@arb.ca.gov				

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type: A. State Government

Type of Applicant 2: Select Applicant Type:

- Select One -

Type of Applicant 3: Select Applicant Type:

- Select One -

*Other (specify):

*10. Name of Federal Agency:

US Environmental Protection Agency

11. Catalog of Federal Domestic Assistance Number:

66.001

CFDA Title:

Air Pollution Control Support Program

*12. Funding Opportunity Number:

*Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

State of California

*15. Descriptive Title of Applicant's Project:

Program for the control of air pollution emissions as mandated by state and federal law, review of local and regional air pollution control efforts, and other functions appropriate to achieve air quality standard.

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

*a. Applicant
CD-005

*b. Program/Project:
CA-all

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

*a. Start Date: 10/01/10

*b. End Date: 09/30/12

18. Estimated Funding (\$):

*a. Federal ~~\$9,336,673.00~~ 6,996,976

*b. Applicant \$20,515,500.00

*c. State

*d. Local

*e. Other

*f. Program Income

*g. TOTAL ~~\$29,852,173.00~~ 27,512,376

*19. Is Application Subject to Review By State Under Executive Order 12372 Process?

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on
- ☒ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372

*20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

☒ **I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Ms.

*First Name: Cathy

Middle Name:

*Last Name: Chapin

Suffix:

*Title: Chief, Financial Operations Branch

*Telephone Number: (916)322-8200

Fax Number: (916)322-9612

*Email: cchapin@arb.ca.gov

*Signature of Authorized Representative: *Cathy Chapin*

Date Signed: 4/7/11

Del 175 on file

Application for Federal Assistance SF-424

*Applicant Federal Debt Delinquency Explanation

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

BUDGET INFORMATION - Non-Construction Programs

SECTION A - BUDGET SUMMARY						
Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Air-105	66.001	\$	\$	\$ 9,336,673.00	\$ 20,515,500.00	\$ 29,852,173.00
2.						
3.						
4.						
5. Totals		\$	\$	\$ 9,336,673.00	\$ 20,515,500.00	\$ 29,852,173.00
SECTION B - BUDGET CATEGORIES						
6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)	
	(1) Base Grant	(2) PAMS	(3) Border	(4) In-kind		
a. Personnel	17,774,389.00			EPA Contract	17,774,389.00	
b. Fringe Benefits	6,306,297.00				6,306,297.00	
c. Travel	513,557.00	1,000.00	35,000.00		549,557.00	
d. Equipment	0.00	2,000.00	15,000.00		17,000.00	
e. Supplies	534,181.00	6,512.00	120,000.00		660,693.00	
f. Contractual	0.00		130,000.00	1,000,000.00	1,130,000.00	
g. Construction	0.00				0.00	
h. Other	3,202,484.00				3,202,484.00	
i. Total Direct Charges (sum of 6a-6h)	28,330,908.00	9,512.00	300,000.00	1,000,000.00	29,640,420.00	
j. Indirect Charges	211,753.00				211,753.00	
k. TOTALS (sum of 6i and 6j)	\$ 28,542,661.00	\$ 9,512.00	\$ 300,000.00	\$ 1,000,000.00	\$ 29,852,173.00	
7. Program Income	\$	\$	\$	\$	\$	

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Standard Form 424A (Rev 4-2012)
Prescribed by OMB Circular A-102

SECTION C - NON-FEDERAL RESOURCES					
(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS	
8. Air-105	20,515,500.00			\$ 20,515,500.00	
9.				\$	
10.				\$	
11.				\$	
12. Total (SUM OF LINES 8-11)	20,515,000.00			\$ 20,515,500.00	
SECTION D - FORECASTED CASH NEEDS					
13. Federal	Total for 1 st Year	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter
	\$ 9,336,673.00	\$ 2,334,169.00	\$ 2,334,168.00	\$ 2,334,168.00	\$ 2,334,168.00
14. Non-Federal	20,515,500.00	5,128,875.00	5,128,875.00	5,128,875.00	5,128,875.00
15. TOTAL (sum of lines 13 and 14)	\$ 29,852,173.00	\$ 7,463,044.00	\$ 7,463,043.00	\$ 7,463,043.00	\$ 7,463,043.00
SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT					
(a) Grant Program	FUTURE FUNDING PERIODS (years)				
	(b) First	(c) Second	(d) Third	(e) Fourth	
16.	\$	\$	\$	\$	
17.					
18.					
19.					
20. TOTAL (sum of lines 16-19)	\$	\$	\$	\$	
SECTION F - OTHER BUDGET INFORMATION					
21. Direct Charges:		22. Indirect Charges:			
23. Remarks:					

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AIR RESOURCES BOARD 2011 SECTION 105 GRANT DETAIL

		<u>TOTAL</u>
TRAVEL		
Per Diem	184,881	
Airfare	123,254	
Other (car rental, mileage, tolls, parking)	205,423	
PAMS*	1,000	
Mexico Border Monitoring and Coordination*	<u>35,000</u>	549,557
Includes the trips to air monitoring stations, collect air samples, participate conferences and meetings		
EQUIPMENT		
PAMS*	2,000	
Mexico Border Monitoring* (field and laboratory)	<u>15,000</u>	17,000
SUPPLIES		
Charges to this item include laboratory supplies, gases, freight, maintenance, replacement parts and repairs for lab equipment, and other expenses that relate to the laboratory operation.	534,181	
PAMS*	6,512	
Mexico Border Monitoring*	<u>120,000</u>	660,693
CONTRACTS		
Cap-and-Trade Program (In-kind)*	750,000	
Mandatory GHG Reporting Program (In-kind)*	250,000	
Mexico Border Monitoring and Coordination*	<u>130,000</u>	1,130,000
OTHER		
Facilities (office space, janitorial)	1,893,695	
General Expense (office supplies, printing)	829,718	
Communications (phone, postage)	386,848	
Training (tuition, films, publications)	<u>92,224</u>	3,202,484
PERSONNEL		
Base - Salaries	17,774,389	
Fringe Benefits	<u>6,306,297</u>	24,080,686
INDIRECT COSTS		
	<u>211,753</u>	211,753
TOTAL GRANT		
		<u><u>29,852,173</u></u>

* 100% Federal Funds

This grant does not include non-recurring non federal expenditures

California Air Resources Board

Work Program for U.S. EPA Section 105 Grant

Fiscal Year 2011

Air Resources Board Program Overview

INTRODUCTION

The California Air Resources Board (ARB) is the State agency responsible for protecting public health and the environment from the harmful effects of air pollution. ARB has 11 Governor-appointed board members and 1,300 positions in nine divisions.

ARB oversees all air pollution control efforts in California, including the activities of 35 independent local air districts. State law vests ARB with direct authority to regulate pollution from motor vehicles, fuels, and consumer products. Primary responsibility for controlling pollution from business and industry lies with the local air districts. The federal government retains the exclusive authority to regulate interstate trucks registered outside California, certain new farm and construction equipment, new locomotives, ships, and aircraft. ARB works in cooperation with the districts and the U.S. Environmental Protection Agency (U.S. EPA) on strategies to attain State and federal ambient air quality standards and reduce air toxics emissions.

The scientific backbone of California's air quality programs is ARB's research and technical work on the causes, effects, and methods for control of air pollution. Extensive health effects studies assess whether ARB's current programs adequately protect the health of all Californians and enable the identification of pollutants of most concern. California's air monitoring network, emission inventory, and atmospheric modeling capability are the most extensive in the nation. This scientific foundation provides the information needed to pursue effective strategies to cut air emissions and reduce health impacts from air pollution.

ARB's regulatory and other programs continue to set the standard for innovative and effective air pollution mitigation in California and on both national and worldwide fronts. However, these programs can only achieve their projected benefits if they are properly and consistently implemented. ARB's enforcement program incorporates both a compliance foundation, through industry training programs and compliance assistance materials that provide regulated industries with the opportunity to learn and understand how to comply with regulations, and an enforcement arm that brings violators to justice, effectively creating an incentive to comply.

Outreach and cooperative efforts with community, industry, academic, and governmental stakeholders are critical to achieving ARB's goals: community members help identify priorities and address local concerns; businesses assist in identifying feasible and cost-effective controls with reasonable implementation timeframes; and academic institutions provide the scientific information that underpin the programs. Other government agencies cooperate on issues that fall under their jurisdiction. These partnerships help ARB meet California's clean air quality goals.

California residents, businesses, and agencies have made tremendous progress in improving air quality. In the Los Angeles area, maximum 8-hour ozone concentrations decreased 55 percent from 1985 to 2009, and the number of unhealthy days decreased nearly 45 percent. Maximum daily levels of inhalable particulate matter (PM10) also improved, dropping close to 70 percent between 1990 and 2009. The decrease in health risk from air toxics like benzene and lead has been equally dramatic. However, despite this progress, more than 85 percent of Californians still live in areas with air that is, at times, unhealthy.

In addition, since 2006 U.S. EPA has strengthened national ambient air quality standards for fine particulate matter (PM2.5), ozone, nitrogen dioxide, sulfur dioxide, and lead. These standards are more health protective and will require additional areas of the state to develop plans and programs to reduce emissions. These new nonattainment areas will need ARB technical assistance to monitor air quality, model future emissions, develop control programs, and ensure compliance of those new programs. In addition, ARB's current motor vehicle, fuels and consumer products programs will need to find new ways to further reduce emissions to ensure that all areas of California can meet these new federal requirements.

ARB programs reflect a commitment to clean air and a healthier future for all Californians. Specific actions to achieve priorities are described in State Implementation Plans and other documents such as the Diesel Risk Reduction Plan, Emission Reduction Plan for Ports and International Goods Movement, the Environmental Justice Action Plan and the Climate Change Scoping Plan.

MISSION STATEMENT

To promote and protect the public health, welfare, and ecological resources through the effective and efficient reduction of air pollutants, while recognizing and considering the effects on the economy of the State.

PRIMARY WORK STATEMENT

Developing and implementing new strategies to effectively reduce air pollution emissions on a local, regional, statewide, and global level by:

Federal and State Air Quality Planning and Implementation.

- **Meeting obligations under the federal Clean Air Act.**

ARB works with local and federal partners to develop State Implementation Plans for ozone and particulate matter in California non-attainment areas in response to U. S. EPA's promulgation of the new national eight-hour ozone standard and the fine particulate matter (PM2.5) standards.

- **Adopting and implementing new strategies to cut ozone, particulate matter, and air toxics from all sources.**

ARB develops and implements technology-advancing, cost-effective emission reduction measures for all sources under its authority including cars and trucks, off-road equipment, recreational vehicles, fuels and fueling operations and consumer products. Reducing particulate matter from diesel engines is the highest priority for the air toxics program. To further cut personal exposure, ARB examines ways to address indoor air pollution.

- **Assessing and improving air quality in the California-Mexico border region.**

ARB works cooperatively with U.S. and Mexican environmental agencies to build the foundation for successful air quality management strategies for the California-Mexico border region. ARB operates air monitoring stations in Baja California and compiles air quality data and emission inventories for the cities of Mexicali and Tijuana.

ARB renewed its commitment to protect the environment and public health in the border region through work on the Border 2012 Program, a 10 year environmental plan developed by Mexico and the United States.

Risk Reduction from Air Toxics.

- **Adopting and implementing measures to reduce the risk from exposure to particulate matter from diesel engines 75 percent by 2010 and 85 percent by 2020.**

ARB reduces particulate matter from diesel engines through programs that require newer cleaner engines, engine retrofits and cleaner fuels, as well as financial incentives programs to accelerate the clean-up of older, dirtier engines. As part of these programs, ARB has developed regulations that will reduce PM emissions from nearly all on- and off-road heavy duty diesel vehicles and engines that operate in California.

- **Continuing implementation of the Goods Movement Emission Reduction Plan.**

ARB implements its 2006 Emission Reduction Plan for Ports and Goods Movement that identifies and initiates specific actions necessary to reduce goods movement-related emissions and protect public health. The basic strategies include regulatory actions, incentive programs, lease agreements, careful land use decisions, and voluntary actions. The measures address all significant emission sources associated with the international and domestic goods movement including trucks, locomotives, marine vessels, harbor craft, and cargo handling equipment. ARB is implementing or developing regulations for port and other trucks, transportation refrigeration units and auxiliary power units, ship fuels and ships at dock, locomotive fuel, harbor craft, and cargo handling equipment. ARB is also providing incentives for cleaner freight technology through the

\$1 billion Proposition 1B Goods Movement Emission Reduction Program to achieve early or extra emission reductions. These measures and incentives have been incorporated into California's 8-hour ozone and PM2.5 SIPs for regions where additional reductions are needed.

ARB also conducts health risk assessments for major seaports and rail yards in California, and works with ports, railroads, and air districts to reduce the localized health risk. ARB coordinates with federal agencies that have authority for some of these emission categories to advocate for more effective national and international standards.

Climate Change Efforts.

- **Adopting and implementing measures to reduce greenhouse gas emissions.**

The California Air Resources Board (ARB) is the lead agency for the implementation of the California Global Warming Solutions Act of 2006 (AB 32). In this capacity, ARB has developed greenhouse gas emission inventories by economic sector, set a 2020 target for emission reductions, adopted nine Discrete Early Action measures to obtain near-term reductions, adopted a Scoping Plan that lays out California's overall strategy to reduce greenhouse gases, and begun adopting the specific emission reduction measures identified in the Scoping Plan. The Scoping Plan covers a broad and unprecedented range of emission sources such as transportation, electricity generation and other large sources, residential and commercial users, agriculture and forests, landfills, and other sectors.

ARB is also part of a multi-agency Climate Action Team (CAT) that identifies the actions California should take to adapt to the unavoidable consequences of climate change and reduce emissions dramatically by 2050 to avoid catastrophic climate change in the long-term. The CAT recently released its final biennial report for 2009 to the Governor and the Legislature on the progress made toward meeting the statewide greenhouse gas target. Under the leadership of the California Environmental Protection Agency, ARB, and the other CAT agencies are also helping to finalize California's first comprehensive climate adaptation strategy to reduce our risks to future climate impacts in a coordinated and cost-effective approach.

- **Developing a market tracking system for the California Cap-and-Trade Program and Mandatory Greenhouse Gas (GHG) Emissions Reporting Program**

The California cap-and-trade program creates a limit on the emissions from sources responsible for 85 percent of California's GHG emissions, establishes the price signal needed to drive long-term investment in cleaner fuels and more

efficient use of energy, and affords covered entities flexibility to seek out and implement the lowest-cost options to reduce emissions.

The cap-and-trade program has been designed to be part of a regional trading system. The program design allows linkage with programs established by partner jurisdictions in the Western Climate Initiative (WCI) to create a regional market system. The goal of the regional program is to enhance individual jurisdictions' actions through collective action to reduce GHG emissions. On par with California, the regional cap-and-trade program would cover sources that encompass nearly 90 percent of the region's emissions.

The Mandatory Greenhouse Gas (GHG) Reporting Regulation (MRR) establishes who must report GHG emissions to ARB and sets forth the requirements for monitoring, calculating, reporting, and verifying those emissions. The MRR established reporting requirements for electricity and the largest stationary sources of GHG emissions in California. Changes are needed to the existing MRR because the cap-and-trade program covers more than large stationary sources and includes electricity importers, transportation fuels, and smaller sources of fuel combustion by regulating the providers of these fuels. These changes will also ensure that the reported data are rigorous enough to support a trading program.

The cap-and-trade program will rely on the Mandatory Reporting Regulation (MRR) as the primary mechanism for emissions reporting. Revisions to the MRR are being proposed by ARB staff concurrently with the proposed cap-and-trade regulation. These revisions are intended to align California's reporting requirements with the federal reporting rules recently enacted by the U.S. Environmental Protection Agency (U.S. EPA), and to ensure that the information collected by those covered by the cap-and-trade program is of sufficient quality to support the program.

Mobile Source Technology Advancement.

- **Promoting the development, commercialization, and use of zero- and near-zero emission technologies.**

ARB is taking the initial steps in the development of a hydrogen transportation system that is a bridge to a cleaner, more secure, and more sustainable transportation and energy future. ARB recognizes that the development, commercialization, and the use of zero- and near-zero emission technologies is critical for achieving and maintaining federal and State air quality standards.

- **Demonstrating the viability and promoting the commercialization of fuel cells in many applications.**

ARB is a member of the California Fuel Cell Partnership and the California Stationary Fuel Cell Collaborative. The California Fuel Cell Partnership is a

collaboration of automotive manufacturers, fuel providers, fuel cell technology companies, and government agencies that are placing fuel cell electric vehicles on the road in California. ARB's role in the partnership includes support of zero emission bus demonstrations, development of fueling codes and standards, development of infrastructure deployment, and education and outreach.

The California Stationary Fuel Cell Collaborative promotes the use of fuel cell technology in distributed generation and other stationary applications to help bring clean, efficient, reliable and sustainable power to all Californians. The collaborative promotes the deployment of fuel cell technologies as a means of reducing or eliminating air pollutants and greenhouse gas emissions; increasing energy efficiency; promoting energy reliability and independence; advancing informed public policy; initiating public demonstrations of stationary fuel cells for distributed generation; conducting key studies to further existing knowledge about fuel cell capabilities and the impact of fuel cells for distributed generation; raising public awareness about and acceptance of this technology; and helping the state of California move closer to realizing a sustainable energy future

- **Participating in the implementation of the California Hydrogen Highway Network Action Plan.**

ARB works to achieve the goal of the California Hydrogen Highway Network Initiative of supporting and catalyzing a rapid transition to a clean hydrogen transportation economy in California that has promise for providing a cleaner, more secure and more sustainable transportation and energy future; reduce our dependence on foreign oil; reduce greenhouse gas emissions; improve our air quality; and grow the California economy. ARB is working to establish hydrogen fueling station demonstration projects and acquire a diverse fleet of hydrogen vehicles for use in State fleets and university or airport shuttle services.

Environmental Justice Efforts.

- **Coordinating environmental justice efforts with Cal/EPA.**

ARB participates in Cal/EPA's Children's Environmental Risk Reduction Plan (ChERRP), which consists of the development of cumulative impact analysis tools and community-driven pilot projects. The pilot projects explore innovative strategies to reduce environmental health risks to children. ChERRP is a collaborative effort with community members; other Cal/EPA Boards, Offices, and Departments; local agencies; businesses; and other interested stakeholders, and is focused on several communities in Southern California.

SUPPORTING WORK ELEMENTS

Improving Pollution Monitoring

- **Promoting the advancement of air pollution monitoring equipment technology**

ARB enhances emission monitoring and measurement methods through its research program.

Improving the scientific understanding of the relationship between air pollution and health effects by:

- **Understanding the relationship between air pollution and health effects.**

ARB evaluates and establishes clean air targets that protect the health of all Californians, including sensitive individuals and those living in areas with environmental justice concerns, and the State's sensitive ecosystems.

- **Characterizing air pollution exposure.**

ARB advances its understanding of human exposure to air pollution by characterizing personal exposure to pollutants from both indoor and outdoor sources. This allows ARB to focus regulatory activities on those pollutants that represent the greatest health concerns.

- **Developing an understanding of the sources of global air pollution and its impacts on the environment.**

ARB is working to better understand the effects of changes in the global climate due to increases in carbon dioxide and other greenhouse gases. ARB also identifies the research needed to determine the impact of these changes on regional air quality and, in turn, on existing and future control strategies. In addition, a more quantitative understanding of the sources of global climate change is needed before effective mitigation methods can be determined and assessed.

Improving technical tools to assess the nature and sources of air pollution, and evaluating the effectiveness of air quality improvement strategies by:

- **Developing the atmospheric modeling capability needed to support attainment demonstrations for the State ozone standard.**

ARB and U.S EPA work together to plan and carry out the work necessary to ensure that the air quality modeling needed to develop plans for attaining federal and State ozone standards is based on the best science possible.

- **Refining the current understanding of particulate matter pollution.**

ARB works to have a science-based understanding of the nature of the particulate matter problem, the relative contribution of pollution sources, and how the problem varies by area.

- **Developing new tools to provide air quality information to the public.**

ARB staff develops community based internet tools that provide air quality and emissions information to the public in an easy to use format.

- **Improving understanding of the multimedia ecological effects of air pollution.**

ARB works to better understand the ecological and multimedia effects of air pollutants on California's natural environment through research to improve the scientific understanding of the relationship between air pollution and ecological effects. Past studies indicate that air pollution deposition damages native pine forests and other ecosystems, contributes to crop injury throughout the State, and poses a threat to aquatic ecosystems and water quality.

Ensuring regulatory programs achieve the necessary emission reductions through compliance assistance paired with aggressive, firm, and fair enforcement:

- **Broadening ARB's mobile source enforcement program to address newly targeted sources and tackle emerging and expanding pathways of commerce.**

ARB designs and implements new compliance/enforcement strategies to ensure the effective implementation of new regulations such as those that limit heavy-duty diesel vehicle idling, and reduce emissions from solid waste collection vehicles, and minimize emissions from California's shipping ports and rail yards.

- **Coordinating multimedia inspections and investigations with other Cal/EPA agencies.**

ARB works with other law enforcement agencies (including environmental, police, customs and immigration, and the U. S. Coast Guard) to establish a strong enforcement presence statewide to address all manner of transportation violations.

- **Strengthening and fine-tuning enforcement efforts in the fuels, consumer products, cargo tanks, asbestos abatement, and other non-mobile source programs.**

ARB expanded its enforcement program to address several new emission areas – including incineration practices on cruise ships, locomotive idling, and fuels used by ships while in and around the ports.

- **Supporting efforts to improve local air district enforcement and permitting programs.**

ARB provides an oversight role to the air districts by offering assistance and training to district inspection staff, providing enforcement compliance program evaluations, and additional source inspections and testing.

Please see Attachment A for specific work plan products.

California Air Resources Board
Workplan Output Matrix
October 1, 2010 - September 30, 2012

Attachment A

Workplan Activities	Contact	Due Date
ARB's nonattainment area and boundary recommendations must be submitted for NO2 by January 2011 and for SO2 by June 2011. U.S. EPA has proposed that recommendations for the revised ozone standard be due by January 2011.	Gayle Sweigart 916-322-6923	2011
Expanded monitoring networks: This includes 16 new near roadside NO2 monitoring stations by January 2013; possibly 6 new lead monitors by January 2011; and possibly 13 new lead monitoring stations at general aviation airports by 2011/ 2012.	Gayle Sweigart 916-322-6923	2011
Submit NAAQS pollutant data, PAMS, and QA data to AQS directly or indirectly through another organization according to schedule in 40 CFR part 58 (OAQPS M11).	Gayle Sweigart 916-322-6923 Merrin Wright 916-324-6191	Monthly
Submit annual network report required by 40 CFR 58.10 by July 1 unless another schedule has been approved (OAQPS M12).	Gayle Sweigart 916-322-6923 Merrin Wright 916-324-6191	Yearly
Submit Clean Air Act Section 110 SIP for lead by November 2011. Maintenance/Infrastructure SIPs for SO2 are due to U.S. EPA by June 2013.	Gayle Sweigart 916-322-6923	2011/2013
Conduct adequate, independent QA audits of state/local NAAQS monitors or participates in NPAP and PEP QA programs (OAQPS M13).	Merrin Wright 916-324-6191	Semi-annually
Consult with U.S. EPA to develop approvable SIPs to attain the PM2.5 NAAQS, including inventories and control strategy development, air quality modeling, and adoption of enforceable measures (OAQPS N08).	Doug Ito 916-322-0285	Ongoing
Submit approvable attainment demonstration SIPs to attain the 8-hour ozone NAAQS for former subpart 1 areas (OAQPS N14).	Doug Ito 916-322-0285	2010/2011
Submit RFP SIPs for former Subpart 1 Ozone areas (OAQPS N17).	Doug Ito 916-322-0285	2010/2011
Submit Clean Air Act Section 110(a)(1) maintenance SIPs for required 8-hour ozone attainment areas (OAQPS N19).	Doug Ito 916-322-0285	On-going
Submit the 2009 Statewide emission inventories for criteria pollutants required by the AERR, via CDX, covering all major sources (OAQPS N20).	John DaMassa 916-324-7167	2011

**California Air Resources Board
Workplan Output Matrix
October 1, 2010 - September 30, 2012**

Attachment A

Workplan Activities	Contact	Due Date
Submit all RBLC data, including timeliness data on New Source Review (NSR) permits issued for new major sources and major modifications by entering data into the RBLC national database (OAQPS P17).	Duc Tran 916-322-5558	Semi-annually
Submit streamline permitting and enforcement reports, reports on Title V, authorities to construct, permits and permit program, emission reduction credits; MACT determinations, synthetic minor operating permits.	Michael Tollstrup 916-322-6026	Quarterly
Submit non-grantee district enforcement reports.	Mark Stover 916-322-2056	
Monthly Active High Priority Violations report;		Monthly
Bi-monthly Full Compliance Evaluation report;		Bi-monthly
Quarterly Continuous Emissions Monitoring Systems Summary reports;		Quarterly
Variance orders > 90 days		> 90 Days
Submit compliance training progress report.	Mary Boyer 916-322-6037	Semi-annually
Submit rule reviews from districts.	Mike Guzzetta 916-322-6025	Quarterly
Submit control measures implementing commitments from approved SIPs.		As Adopted
California SIP Revision PM2.5 mid-course review due April 2011 and 2006 PM2.5 SIPs due 2013	Sylvia Zulawnick 916-324-7163	
Vapor Recovery Gasoline Dispensing Hoses	Dennis Goodenow 916-322-2886	
Off-Road Agricultural Equipment	Kim Heroy-Rogalski 916-327-2200	
Consumer Products	David Mallory 916-445-8316	
Off-highway Recreational Vehicles and On-Road Motorcycles Evaporative Emissions	Jim Watson 916-327-1282	
Pleasure Craft Evaporative Requirements	Scott Monday 916-445-9319	
Enhanced Vapor Recovery	Pat Bennett 916-322-8959	
California Cap-and-Trade Program	Chuck Seidler 916-324-0931	
Mandatory Greenhouse Gas (GHG) Emissions Reporting Program	Webster Tasat 916-323-4950	

